GHOSTLY, FANTASTIC

CROWNING SCENE OF ENGLAND'S SPECTACULAR WEEK.

ILLUMINATION OF THE FLEET.

BRITAIN'S MIGHT AGAIN BROUGHT OUT WITH STRONG EFFECT.

Review of Fleet by Prince of Wales the Most Magnificent Display of Naval Strength Ever Witnessed-America Was

There.

Ryde, Bile of Wight, England, June 25 .-The illumination of the fiest at Spithead was one of the most charming sights of a week of delightful spectacles. The night effect of mortal creation, the waters of the Scient were reportfully quiet, everything contributed to enhance the success of the programme. It was all ghostly, fantastic, suggestive of fairyland and the world of magic-a fitting termination to a day of imposing realities and fron facts. trutal grimness of all the enginery of destruction-savage looking guns, venemo torpedoes, the veritable teeth of war-was lost in peaceful shadow and softening gloom. The spectator knew it was all there; but it was not relentlessly thrust upon the mind as it had been all day long from every angle of vision. The mantle of night shut out what was jarring to the non-combatant and revealed only that which was agreeable

A minute before 8 the miles of waters showed only such lights as are usually associated with shipping, reds and greens on port and starboard, while lights at mastheads, gleams that, like tiny rows of diamords, showed the ports of passenger craft, with here and there some parti-colored lights that had been lit on private

At 2 o'clock, there was a flash, a rocket from the Renown rushed into the dark blue, and, bursting with a shower of splendid stars, signalled the lighting up of the fleet. The stock of the rocket had not turned toward the water ere the mighty fleet was suddenly skeletoned in brilliant yellow light, bulls, smokestacks, spars and ordage being thrown into strong relief. Light lines ran in graceful curves along the sweep of the monsters, now ghostly grey in the sudden glare, and from how to stern over the mustheads were garlands of incandescent light, like "jewelled neck-laces hung upon the horns of night."

A few minutes later, they vanished with the suddenness of their appearance, leaving the speciators peering at the place where they had been. Then the darkness was broken again. This time by numberless searchlights, which, with glare, like the eyes of a hundred cyclops patterned the heavens as a chekerboard with radiant bands. Later these "eyes" sicwly swept the gathered craft and the shores beyond, as if seeking something to over or devous. Then they were all off, leaving the darkness more visible

than ever.

A pause, and the darkness was pierced by hundreds of signal rockets, ambitiously souring into the blue with messages of jubilation, not disaster, delivering them and failing burned out and useless into the

of waters, purpose of this naval exhibition was The purpose of this naval exhibition was not to be overlooked, however, and the might of Britain, its ever-prepared strength, was again to be impressed upon the staring thousands. A signal rocket leaped from the Renawn and now there was provided an exhibition of what war would be like if ever an immense fleet of battleships sits cruisers should engage at night. A royal salute of sixty gons was fired from every ship capable of firing it. Great guns and sunall guns answered each other in one prolonged roar, rising and falling in intensity as more or lewer of them fired together. It was truly awful. Even the certain knowledge that there were no deadly missiles in the guns did not prevent a calif feeling from creeping over many of the civillan apectators.

The foreign was headed by the Stephens family, including the governor and his brothers, and the other faction was headed by the Stephens family, including the governor and his brothers, and the other faction was headed by the Stephens family, including the governor and his brothers, and the other faction was headed by the governor and his brothers, and the other faction was headed by the governor and his brothers, and the other faction was headed by John S. Elliott, an attorney of Boonville. Both are heavy owners of property in the city, and since that time as the postoffice would change the faction was headed by John S. Elliott, an attorney of Boonville. Both are heavy owners of property in the city, and since that time as the postoffice would change the faction was headed by John S. Elliott, an attorney of Boonville. Both are heavy owners of property in the city, and since that time as the postoffice would change the faction was headed by John S. Elliott, an attorney of Boonville. Both are heavy owners of property in the city, and since that time as the postoffice would change the faction was headed by John S. Elliott, an attorney of property in the city, and since that time as the postoffice would change the faction was headed by John S. Elliott, an attorney o

sia, France, Germany, a note of deliance, a rescuant, resolute answer, gun for gun. Yet all was in honor of Victoria.

Then the angry roaring ceased, much to the relief of thourands who were stopping their ears, and as the panopy of unpleasant smoke slowly drifted away, the fleet again stood revealed in fairy lines of lightness. The signs of war were dhaming and disappearing in the shadow. The gentler side of things was again put to the front to instill into the minds of departing thousands that, while the dags of war were 'randy, aye, ready,' after all that the people came out to see was the 'triumph of peace and the glory of the queen.'

stormare their win max al rathice for the little battle of solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed the property of the solder author. As a magnificed point of the solder author. As a position examining surgeon at Kingdisher. The other mosts include Colonel Hay. The property of the property

Skrydloff; United States, the Brooklyn. Rear Admiral J. N. Miller.

The American line steamship New York, with a large party of sightseers on board, left Southamplon at 5 o'clock yesterday evening and took up the position assigned to her in the line of special merchant vessels, off Ryde. As it traversed the line of British warships with the stars and stripes flying and a fine band playing national airs, each warship dipped its flag and there were hearty cheers from the many thousands of bluelackets manning the fleet. As the New York passed the German warship Krenig Wilhelm, the latter's band played "Hall Columbia."

The colonial troops arrived at 6 o'clock and were met at the railroad station by a military guard of benor. Then, headed by military bands, they marched to the town hall, where the lord mayor and corporation of Pertsmouth in full robes of office welcomed the visitors. The march from the station to the town hall and from the town hall to the point of embarkation was nothing less than a triumphal progress.

As the Albert and Victoria was seen approaching, each vessel of the fleet, led by the Renown and echoed by the foreign vessels present, fired a royal salute of twenty-one guns. Simultaneously the bluejackets and marines "manned ship' standing on the ironclads' inside lines, around their outer edges and filling their tops, while on vessels of the older type the yards were quickly dotted.

The Victoria and Albert followed by the other yachts then steamed through the lines of gorgeously decurated vessels, the salfors heartily cheering and the bands playing "God Save the Queen."

The Victoria and Albert on the quarter deck of which the commanding diffecrs were received by the Prince of Wales. This ended the review and the royal yachts returned to Portsmouth.

The naval craft present flew about 200 pennants—a number which but for the size

The naval craft present flew abo nd importance of the vessels would have eemed lost in the crush of attending teamers and yachts—craft of every possidescription in every possible condition in the great Atlantic and Australian lin-

from the great Atlantic and Australian liners to canoes and rowboats.

April 23, 1855, at the close of the Crimean war, a review was held when there were columns of wooden series battleships—at that period the latest development of naval power—of screw frigates and corvetts, a fact of side-wheel versols and of 'floating tatteries' and gumbouts, the total number of ships being 20, with 3,02 guns. This fleet was reviewed by her majesty on the royal yacht Victoria and Albert.

The next great review at Spithead was July 15, 1861, when her majesty, accompanied by the suitan of Turkey, reviewed a fleet of wooden vessels and tronclads, of which the most modern of the latter were the Minotaur, Achilies, Warrior, Black hich the most modern of the latter were le Minotaur, Achilles, Warrior, Black-rince, Bellerophon and Lord Clyde. June 1873, the waters of Spithead were again le scene of a naval review—this time in onor of the shah of Persia, August 12. 78, her majesty inspected the fleet at pithead, and July 22, 1887, on the occasion the queen's jubilee, a large fleet was gain assembled there and reviewed by the version. The most modern ships present. again assembled there and reviewed by the sovereign. The most modern ships present on that occasion were the Collingwood, Imperieuse and Conqueror. The fact was composed of 124 vessels, the personnel of 20,250 officers and men. Of the battleships reviewed by the Prince of Wales, in behalf of the queen to-day, four only took part in the jubiles ceremony of 1887, while of the forty-three cruisers present not one existed in 1887.

fight was hitterest.

Years ago in one of the redhot campaigns for which Cooper county is famous there was a split in the Democratic party. One faction was headed by the Stephens family, including the governor and his brothers, and the other faction was headed by John S. Eiliott, an attorney of Boonville. Both are heavy owners of property in the city, and since that time as the postoffice would change the faction that won would move the postoffice to lis part of them. Stephens and his faction wanted the office in the basement of their bank building, while Eiliott had interests in another portion of the town.

er the election of President McKiniey, Gov-ernor Stephens and his faction espoused the cause of Miss Thomas, whose father had served as postmaster there at a former time, while Elliott and his faction cham-planed the cause of Mr. Cross, Governor Stephens interceded with Major Bittinger, Colonel Dick Kerens and others prominent in the Republican party and did all in his power to defeat Mr. Cross, and incelentally to administer a defeat to his political en-emy, Mr. Eillott. But with all of his polit-ical sagacity he was defeated and the con-test ended yesterday when Mr. Cross was Cooper county over a Republican postmas-ter was just as bitter and heated as though tre Bourbons had pie of their own to dis-tribute among the faithful.

R. C. Kerens Arrives From St. Louis-Mr. and Mrs. W. A. White Off for New York.

Vashington, June 26.-(Special.) Mr. R. Rerens, of St. Louis, arrived in the city to night. The appointment of a judge for the Indian Territory has been held up pending his arrival. The appointment probably will be made Monday.

Representative Broderick, after having been confined to his bed for the past four or five days on account of illness, is up W. A. White and family, of Emporia, left

the city to-day for New York.
General S. B. Bradford, of South McAles-

JUBILEE CELEBRATION A TRIUMPH FOR THE MANAGEMENT.

PRINCE OF WALES' HARD WORK.

AMERICA'S COMPLETE SUCCESS A PLEASANT FEATURE.

United States Embassy the Most Prom inent and Most Honored-Nothing is Too Good for Americans in London Now.

London, June 26.-The Britans' colossa pageant, one of the greatest the world has ever seen, has been completed without a stretemps to mar its success. This has but the whole scheme for the celebration of the queen's jubilee was largely planned carefully carried out, and has been a trimph for the management and an object erson in unity for the hosts of guests. The lafter have seen in the gathering representative contingents from all parts of the empire, who gave a meaning and a purpose to the procession, generally lacking

n similar displays, It is an open secret that the Prince of Wales was among the hardest workers. Not a single step of importance was taken without his approval, and much of the praiseworthy work done is directly due to his initiative. A notable exception to this state of affairs was the religious service outside St. Paul's cathedral, which was the queen's idea. When it was suggested, it filled the officials with dismay and disnater was feared as a result of the rush of sightseers into that narrow neck part of London; but courage and resource complished the queen's wishes, and task of managing the hosts numbering couple of million people, within that exextraordinary excitement, was carried out in a marvelous manner, thanks to the skill of the police and their strategy in preventing the possibility of rushes, and also thanks to the admirable demeanor of the

The foreign representatives were greatly impressed by the way everything was car-ried out. Unqualified and generous ap-

Spithead, and July 2, 185, on the occasion of the queen's jubilee, a large fleet was again assembled there and reviewed by the soverelan. The most modern ships present on that occasion were the Collingwood. Imperieuse and Conqueror. The fact was composed of 134 vessels, the personnel of 2,290 officers and men. Of the battleships reviewed by the Prince of Wales, in behalf of the queen to-day, four only took part in the jubilee ceremony of 185, while of the forty-three cruisers present not one existed in 185.

GOVERNOR LOST THE FIGHT.

Postoffice at Boonville Will Not Be Located in Mr. Stephens'

Big Block.

The appointment of E. C. Cross as postmaster at Boonville, yesterday, closed one of the most bitter fights in the state. It involved not alone the Republicans of that city and county, but all of the Democrats the fight was hitterest.

Years ago in one of the redhot campaigns for which Cooper cotunty is famous there, and the other faction was headed by John S. Elliott, an attorney of Boonville, and since that time as the postoffice would change the faction that won would move the postoffice to its part of 2,500 miles for the fights in the state in the basement of their bank building, while Elliott had interests in another proton of the town.

When the fight for the office opened after the selection of President McKinley, Governor Stephens and his faction exponsed the cause of Mr. Cross, and change the faction that won would change the faction would change the faction that won would change the faction that won

Stephens interceded with Major Bittinger, Colonel Dick Kereis and others prominent in the Republican party and did all in his power to defeat Mr. Cross, and inchentally to administer a defeat to his political enemy, Mr. Eiliott. But with all of his political sagnacity he was defeated and the central sagnacity he was defeated and the central sagnacity he was defeated and the contest ended yesterday when Mr. Cross was numinated by the precident. This means the postoffice will not be in Governor Lon Stephens' bank block, and for the next four years Colonel Elliott will have the satisfaction of showing how he was able to pick a winner. The Democratic fight in Cooper county over a Republican postmaster was just as bitter and heated as though the Rourbons had pie of their own to distribute among the faithful.

WESTERNERS IN WASHINGTON. ingham palace, sitting between Christian of Schleswig-Hoistein Duke of Cambridge. After lunch Mr. Reid and the other special envoys remained in the smoking room with the princes of the

and the other special envoys remained in the smoking room with the princes of the royal family.

On Wednesday, both Mr. Reid and Colonel Hay had boxes at the opera, but Mr. Reid himself was a guest in the royal box. When Mrs. Reid arrived at the opera house she was enorted by a royal equerry to her box. General Nelson A. Miles. U. S. A., and Mr. and Mrs. Ogden Mills accompanied her.

Mr. and Mrs. Reid, on Thursday, gave a inneheon to Lady Lytton and Lady Emily Lytton. The former is the widow of Mr. Reid's Brilish colleague at Paris and is now lady-in-waiting to the queen. The other suests included Colonel Hay. Mr. Henry White, Bishop Doane and Mrs. Doane, Bishop Leonard and Mrs. Leonard, Mr. Augustus Jay, Mr. Robert Winthrop, Mr. Ogden Mills and Colonel Parn, the equerry. The same evening Mr. Reid dined with the Prince of Wales at Marlborough house, and went later to the state party at Buckingham palace, where he was aloned by Mr. Reid do who was expected by

in-Anglican conference, the Astors and Inderbilts.
Colonel Hay notes among the present uttes of the week, the presenting to the treen of an address from the mayor and ecple of Charleston, S. C., in which they ive special thanks to her majesty for the ympathy she expressed with the earth-take sufferers.

POST-JUBILEE GRUMBLING. Visitors Did Not Eat Enough and Too Few Died to Suit Thrifty

Londoners.

London, June 26.—(Copyrighted.) After the jubilee festivities there has been a deluge of grumbles, begun by the speculats, who, almost without exception, have at money, owing to their foolishness in lemanding fortunes for seats. Then the sterers did not find the crowd so hungry and thirsty as they considered the people ought to have been, the tradesmen found that the jubilee visitors could not buy to any great extent, as it took most all of their savings to see the show, and there

has been considerable grumbling on the subject of the jubilee honors. The men whose names have been left out of the list are notably Liberal politicians and former ministers, who declare that the honors were given on the strictest party lines. With the exception of Sir William Vernon Harcourt, no former Liberal minister was invited to be present at the ecremonies before St. Paul's cathedral, and the members of the house of commens who arrived too lake at Buckingham salace to be in the audience declare the queen should have waited for them. The charitable cocledes women think that the Princess of Wales dinner to the poor was a kindly thought, but they claim it was a mistaken idea, and that the money had better been given to the societies dealing habitually with this work. An undertaker got ready a thousand coffins and no one needed them. The temperance people are wildly raving at beer being given to the success poor, and there are thousands of complaints, based upon jealousy, that everybody could not get a front seat at a favored place and at every end. has been considerable grumbling on the

COSTLY GIFTS TO THE QUEEN. There Are Loads of Them and Nearly All Are Studded With

Gems. London, June 26 .- (Copyrighted.) The queen has already received a small museum costly presents and many more are on their way to her majesty. Whatever form they take, most of these gifts are studded with gems. The present of the Prince and Princess of Wales and their children is a large diamont brooch, with a jubilee inscription, and that of the Duke and Duchess of Saxe-Coburg and the Duke and Duchess of Connaught, Prince and Princess Christian of Schleswig-Holstein, the Marquis and Marchioness of Lorne, Princess Henry of Battenberg and the Duchess of Albany is a long chain of diamond links, also jubilee inscribed. The Cingalese sent an address in an ivory and gold casket, encrusted with sixty-eight gems, and all the chiefs of India are sending presents. helr way to her majesty. Whatever form

Topeka Jubilee Celebration.

Topeku, Kas., June 25.—(Special.) Queen Victoria's diamend jubilee was celebrated in this city to-day. All of her former subjects now residing in this vicinity held a big picnic at Garfield park. The principal address of the day was delivered by Colonel Joe Waters.

SOMETHING OF A STORM. Another Terrific Downpour of Rain-Damage by Lightning and

Water. Another terrific thunder storm broke over the city last evening and continued for sev-eral hours. There was a very heavy rain-

fall and a brilliant electrical display, at times almost incessant.

The residence of Alexander McIntyre, at 633 Brooklyn avenue, was struck by lightning at 7:15 o'clock. The roof was shattered and a small blaze resulted, which the fire department was called out to extinguish.

fire department was called out to extinguish.

The lightning burned out the Western Union's telephone circuit at fire headquarters at 7 o'clock.

By the breaking of a joint district sewer at Twenty-sixth and Holmes during the rain, the water washed away a portion of one of a row of brick houses being erected by Bernard Corrigan, on Holmes street, between Twenty-sixth and Twenty-seventh streets. J. E. Dunn is filling in the block for Mr. Corrigan, and 7,000 yards of dirt went with the house, entailing a total loss of about \$1,500.

The sewer at Twenty-fourth and Jefferson streets caved in during the storm.

The fire department was compelled to cut

The fire department was compelled to cut several crossed electric wires at Elighth and Walnut streets and Nineteenth street and Grand avenue about 10 o'clock. There was no damage, although the sparks were flying pretty lively.

Lightning struck a Western Union wire leading into the telegraph office of the Stock Exchange building at 2:39 yesterday morning. The fluid ran in on the wire and demolished the top of a desk without doing other damage.

other damage.

An old oak tree at Sixteenth street and An old oak tree at Sixteenth street and Alexander avenue was struck by lightning during the storm yesterday morning.

The residence of Mrs. Elizabeth C. Adams. 2819 Washington street, was struck by lightning during the storm last night. The occupants of the house were shocked by the bolt, but no one was injured.

The rain yesterday and last night was general in Western Missouri and Indian Territory. It extended west in Kansas about 150 miles. The temperature was greatly improved in Western Kansas and Oklahoma, and it cannot be said that crops in those sections are suffering.

DEATHS AND FUNERALS.

Margaret Powell, aged 63, died yesterday at her home, 1715 Troost avenue. No ar-rangements have been made for the funeral

ber home, 1626 Agnes avenue, of a compli-cation of diseases. Burial will be in Mount St. Mary's cemetery to-morrow morning. Thomas Cherry, aged 28, died yesterday at the Kansas City, Fort Scott & Memphis iospital, from cancer. The body was sent o Mount Vernon, his former home, last

Mrs. Cordelia L. Fuller, aged 81 years, lied yesterday morning at the home of her laughter, Mrs. S. B. Ladd, 418 West Eleventh street, of cerebral embolism. She ad made her home with her daughter his city for several years. The func-ervices will be held from the house t afternoon at 4 o'clock, Rev. Cameron Mann, pastor of Grace Episcopal church, official-ing. The body will be taken to Milford, Mich., her former home, for burial, this

in Kansas City at 8 o'clock to-morrow night to examine all officers for commis-sions as may be ordered to appear before it The detail is as follows: Captain C. R. Wagar, Captain A. Y. Kennard and First Lieutenant J. W. Miller.

When your present coal contract expires that THE PITTSBURG COAL AND COKE CO. sell CHEROKEE COAL. Tel. 58%. CITY NEWS IN PARAGRAPHS.

John M. Pugh, formerly of this city, has oma by Governor Barnes.

The new Country Club house is rapidly nearing completion. The formal opening and house warming will take place July 5. The Diamond Jubilee Association wishes all people who have made donations, and those holding lists, to send the same in the late. The potato crop in the Kaw valley is reported to be very short owing to the lack of rain until the past few days, when it came too late.

Rev. A. M. Geiger, of Kansas City, has been elected a director of the new state bank at Valley Falls, Kas., which has a capital stock of \$20,000.

Ninety-three barrels of re-imported whicky from Bremen reached the custom house yesterday moraing. It went to the warehouse, to await sale. warehouse, to await sate.

An ice wagon belonging to the Standard Ice Company broke down on the Eighteenth street cable tracks at Eighteenth street and Grand avenue yesterday afternoon, delaying car traffic for thirty min-

nearly a hundred machines in Joplin, all of which were doing a good business.

Crow Expects a Decision Tuesday.

Webb City, Mo., June 28.—(Special.) This morning Atterney General E. C. Crow said the Vallins case would be decided by the supreme court next Tuesday, and that his opinion was that Vallins was inclifible for home of the public, and the office and the court would so hold and out the office and the court would so hold and out the office and the court would so hold and out the office and the court would so hold and out the office and the court would so hold and out the office and the court would so hold and out the commons and form entrance examination for Yale college at the Central high school July 1, 2 and 3. As soon as the examinations are completed Professor Minckwitz will conduct entrance examination for Yale college at the Central high school July 1, 2 and 3. As soon as the examinations are completed Professor Minckwitz will leave for Europe, where he will spend the summer.

A party of 159 young people from St. Louis, comprising the delegation from that city to the national meeting of the Y. P. S. C. E. at San Francisco, will pass through the city Wednesday morning. During their stay they will take break-fast at the Midland. Professor R. A. Minckwitz will conduct

AWFUL WRECK.

Continued From First Page. very luckily. He escaped with only a few

contusions about the nose and ears.

"I have been in four wrecks," said Mr. York at All Saints' hospital last night while awaiting for a carriage to go to a I have seen men killed all around me in wrecks, but I was never in a place before where I thought I would never get out alive. I was not even scratched in either of the three other wrecks in which I figured But I thought it was a case of 'good by John' this time. I was in the chair car when the crash came and was the first main out of the car. I climbed out through a window. The shock of the crash tore all the seats from the floor and huried them in a pile in the far end of the car. I never saw such confusion in my life when I got out and looked around. One car was simpling at an angle of at least 5 degrees and was about half way under another car. Three of the cars were dipped in under each other this way just like steps. The smoker was a mass of fire kindling at the bottom of the wreck and the baggage car was in about the same condition. I have seen men killed all around me in

bottom of the wreck and the baggage car was in about the same condition.

"We could hear the cries of a great many of the injured, but the worst feature of the whole thing was to see men half submerged in the water. They had been drowned and were probably not struck by any of the wreckage. It is had not been for the tifteen feet of water in the creek there would have been several lives saved. In my opinion there are at least four bodies in the smoker under the water.

"I lost my hat and grip. Indeed, about everybody that had a grip lost it. But I am able to go without a hat for a week and feel fortunate that I have a head to wear a hat on. I never expected to get out of that frightful jam alive."

An Oklahoma Man.

An Oklahoma Man.

J. D. Burk, of Guthrie, O. T., got a bad cut on the lower lip and a painful bruise on the left leg below the knee. "I was never in a wreck before in my

"I was never in a wreck before in my life," said Mr. Burk, "and I hope I will never be in another one. I never saw such a terrific mess in my life. Every chair in the car was jammed into the far end, The car was standing on its end and the floor looked like an inclined plane or a springboard used by circus acrobats. When I felt the car going down I said to myself; Where in h-1 are you going, Burk?' I on found I was not very badly burt and

soon found I was not very badly hurt and like all the rest I went to work trying to do what I could for those who were badly hurt. I know there are several bodies down in the water at the bottom of the smoker. We started out with seven cars and when it came to the round-up we could only find six. The other one was smashed to kindling.

"The rain was coming down in torrents, and that made it all the worse. We did not hear very many cries for help in our car. The people who were killed were all in the snoker, and very few were merely wounded. On the other hand there was nolody in our car killed. Nearly all the injured were in the chair car. I never saw any of the trainmen after the wreck, and there were four or five traveling men in the snoker who were not seen again. There are certainly several bodies still in the wreck."

STORIES OF SURVIVORS. The Terrible Sight Pictured by Passengers Who Returned to Kansas City Last Night.

R. T. Thornton, a druggist at Fifteenth and Virginia, this city, was one of the passengers on the fil fated train, but he escaped without injury, as did Mrs. Thorn-

"I never saw such a horrible sight in my life," he said. "It looked like there were twenty cars piled one on top of the other, although, of course, there were only three or four. The only cars left standing on the track were the two Excelsior Springs cars, in one of which we were. The first thing I knew there was a terrific jerk just ahead of our car, and the sleeper was shot under the chair car, which was turned almost on end. The passengers in the two cars on the track rushed out when the train came to a standstill and hurried in the direction of the cries, which came from the forward end of the train. There we beheld a scene of indescribable confusion. Every-

"All the cars excepting the sleeper and the two Excelsior Springs cars were broken up, the smoker, especially, being reduced to kindling wood. The smoker of fleet kindling wood. The smoker at first could not be accounted for until it was recognized as a mass of rubbish and broken timbers at the bottom of the wreck. It was absolutely impossible on the spot to get accurate information as to how many get accurate information as to how many people were killed and injured, and the wildest sorts of stories were affect. A great many people could not be accounted for in the confusion, but many of them are probably safe or at least not seriously injured. On such occasions there is always a great deal of exaggeration, though the bare facts are had enough. I congratulate myself on escaping from the wreck without injury."

Superintendent Newgass a Hero. L. Newgass, superintendent of one of the departments of the Schwarzschild & Sulzberger packing plant, was one of the heroes of the occasion, although he modestly refused to dwell upon the part he played in relieving the sufferings of the injured. But there were others who spoke for him, and they praised in the loudest terms the efficient service which he rendered to the unfortunate persons who were pinned down in the wreck. Mr. Newguss is said to have saved half a dozen people from certain

"I hardly know how it did happen," said Mr. Newgass to a reporter for The Jour-nal. "It came so suddenly that we were simply paralyzed for a moment. I had no idea of our exact location at the time. The train was going at a good rate of speed when there suddenly came a deafening

train was going at a good rate of speed when there suddenly came a deafening crash and a terrific lurching of the entire train. As soon as those who were not hurt could get their bearings they took in the dreadful scene. Several cars were heaped together in an indistinguishable mass in the creek into which they had been precipitated when the bridge went down. The engine and the tender passed safely ever the bridge before it fell. The engine broke loose, but was soon stopped, and then it went on to Missouri City and brought surgeons to the scene of the wreek. The dead were taken to Missouri City and none of the bodies were brought over to this side of the bridge.

The smoker was smashed into kindling wood, being at the bottem of the wreek. The Pullman was hurled onto the bagage and mail cars and the chair car was telescoped upon the Pullman. The two Excelsior Springs cars remained upon the track and none of the occupants was hurt.

"As soon as possible we set about doing what we could for the injured and taking the bodies out of the wreek. There were several persons in the smoker who were not accounted for, and there must be some bodies at the bottom of the creek. It seemed to me that the water was fifteen feet deep in the creek, which is ordinarily a narrow stream not more than sixty or seventy feet wide. We took out a great many injured, but it was impossible in the confusion to tell just how many there were and how ladly they were hurt. Everybody set to work with a will and some good work was done while we were waiting for assistance to come from the town on the other side." bling pell mell in a promiscuous heap to the front end of the car. I never heard assistance to come from the town on the other side."

Rev. Dr. T. P. Haley, of this city, formwas in the last car, which was the second out as fast as they could and left the dozen

Saturday Closing

Our friends and patrons will

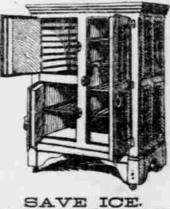
please bear in mind that we always close our store at one o'clock on Saturdays during July and August.



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to Excelsior Springs cars, on als way women there an ande. Three men stayed to Excelsior Springs with his wife. Both escaped uninjured.

"It all came so swiftly and without the slightest warning," said Dr. Haley, in talk-ling of the accident, "that it is difficult to brunes."

them and the engine, which was on the other side of the bridge.

"The scene which presented itself was absolutely indescribable. It was simply awful, and the cries of the wounded were frightful. I can never forget the spectacle. Fortunately the agony of fire was not added to the other horrors of the occasion. The rain poured down in torrents and deluged the whole mass with floods of water. I think there must have been a waterspout or something of that sort, for even the hardest rain would not have produced such floods of water. The water came five or six feet into the smoker, and a number of persons must have been drowned."

Pullman Conductor Talks.

Pullman Conductor Talks.

E. A. Boswell, the conductor of the Canmore, the Pullman sleeper, was still laboring under great excitement when the train pulled into Kansas City with the injured and other passengers. He could not give a very connected account of just what had happened, though he was congratulating himself over the fact that his car came out of the wreck without any injured passengers.

der dislocated: H. B. McLean, shoulder badly form by failing against a fence, Mrs. H. B. McLean, deep wound over left ear and badly bruised: Miss Nora Hunt, badly bruised: Miss Edna Seeley, nose broken and hip badly cut; Robert Hussey, head cut and scalp torn half off; Walter McLean, several scaip wounds.

The accident happened north of Evanston, at the foot of a steep bill. The horses became frightened at the white dress of a little girl, who ran across the street, and bolted down the hill, striking a fence. All the conditions of the carriage were thrown out. Another load of picnickers was just ahead of the runaway and a collision which must have injured soveral other people was narrowly averted.

gers. "I had eight passengers in my car," said Conductor Boswell, "and I am happy to say that not one of them was injured, though the car went down with the rest through the bridge. The Pullman was the third car from the rear and was just in

A Woman's Tale. "I was sitting in the middle of the chair car," said Mrs. Sally Matthias, of 2424 Forest avenue, "when the train went down.

It dropped quite easily, just appeared to settie down beneath us, and we felt no jar until the coupling broke from the car ahead of us. Then the front end went down, and just as that was done the front end of the sleeper caught under the rear of the car and threw it up in the air. We went tum-

such shricks and cries in my life before. It was simply awful. Then all was still for a moment. The thunder was rolling dreadfully, the lightning was blazing all over the sky, and the Rev. Dr. T. P. Haley, of this city, form-erly pastor the the First Christian church. dcxen men in the car, and all but three ran

of the Excelsior Springs cars, on his way women there all alone. Three men stayed

a scene of indescribable confusion. Everybody was in a state of terrific excitement and the sight was enough to appall the stoutest heart. The cries of the injured were heard above everything else, and the attention of those who had escaped was immediately directed to rendering what assistance we could to those who had suffered.

"The Pullman car was not broken, though it left the track and was thrown under the chair car. Most of the dead and injured were in the smoker and chair car, especially the former. The greatest loss of life occurred among the passengers in the smoker, while the greatest number of merely serious injuries occurred among the passengers in the smoker, and the chair car passengers.

"All the cars excepting the sleeper and content of the sight was in a state of terrific excitement and the chair car, which was on the sight was enough to appall the stoutest heart. The cries of the injured to get out how do you suppose we had to do? We crawled out of own of the windows of the chair car, and wilked a part of the way on the side of Missouri City, when, without a moment the train was in a wreek. The engline and tender passed safely over the bridge over a namong the passengers in the smoker, the chair car went down. The sleeper was thrown under the chair car was thrown almost of end upon the top of the other cars, at an and the baggage car was thrown almost on end upon the top of the other cars, at an and the baggage car was thrown almost on end upon the top of the other cars, at an and the baggage car was thrown almost on end upon the top of the other cars, at an and the baggage car, the smoker, the mail car and the chair car was thrown almost of were between the bridge.

"The two Excelsior Springs cars were the last cars of the train, and were left standing of the train, and were left standing of the train, and were left standing on the track, with a yawning chasm filled with the debries of the windows of the chair car, when we knew peotics of the windows of the windows of the chair car, and got b

A DISASTROUS RUNAWAY. Eight People on Their Way to a Picnic at Chicago Injured, One Fatally.

Chicago, June 26.-Eight people on their way to a picnic were injured in a runaway ceident to-day, one being fatally hurt. The injured are: Mrs. Byron Seeley, neck and spine injured; will die; Byron Seeley, shoul-der dislocated; H. B. McLean, shoulder

narrowly averted.

BLOWN OFF THEIR ENGINE.

Engineer and Fireman of a Santa Fo Branch Train Badly Injured-The Fireman Will Die.

through the bridge. The Pullman was the third car from the rear and was just in front of the two Excelsior Springs cars, it went on top of the wrecked cars, but was about half under the chair car.

"I really don't know just how the thing occurred. The first I knew the Pullman gave a terrible lurch forward and then the chair car was about half way upon the front end of the sleeper, which did not turn over or even very far around. None of the cars was overturned, though the baggage car is standing almost on end on top of the smoker.

"While none of my passengers was injured, my porter, D. L. Davis, of this city, had his wrist cut and his left arm sprained. He was the only person in my car who was hurt and he received his injuries by being thrown against the front end of the car when the crash came.

"I did not go to the front at all, as I had no business there. My business was to take care of my own ar and I stuck to it without doing anything else. I couldn't say how many persons were hurt nor exactly how many bodies were taken from the wreek. It was an awful wreck and the only wonder is that no more were killed and hurt."

Branch Train Bady Mil Dic.

The Fireman Will Dic.

Great Bend, Kas., June 26.—(Special.) About 7 o'clock this morning, between Bagine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine hauling the mixed train blew out, knocking off Engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of the firebox of the engine and Alexander, on the Great Bend of

Larned, Kas., June 25 .- (Special.) Cincinnatus Williams, a resident of the Indian Territory, killed himself in a harvest field twenty miles south of here yesterday. Ho had made a wager that he could unload a header barge in five minutes. After ac-complishing the work, he fell off the barge unconscious, and died in a few minutes.

Serious Fire at Utien, O.

Litica, O., June 25.—Thirteen buildings were destroyed and four badly damaged by fire to-day. They were in the center of the town and the whole village was threatened with destruction. The loss is estimated at \$30,000. The arrival of the Newark fire engine saved the remaining part of the town. Lost a Snug Roll.

J. W. Monahan, of Rosedale, Kas., re-ported to the police yesterday that he had lost \$250 either in Rosedale or in a drug store at Eleventh and Main streets in Kansas City, Friday.